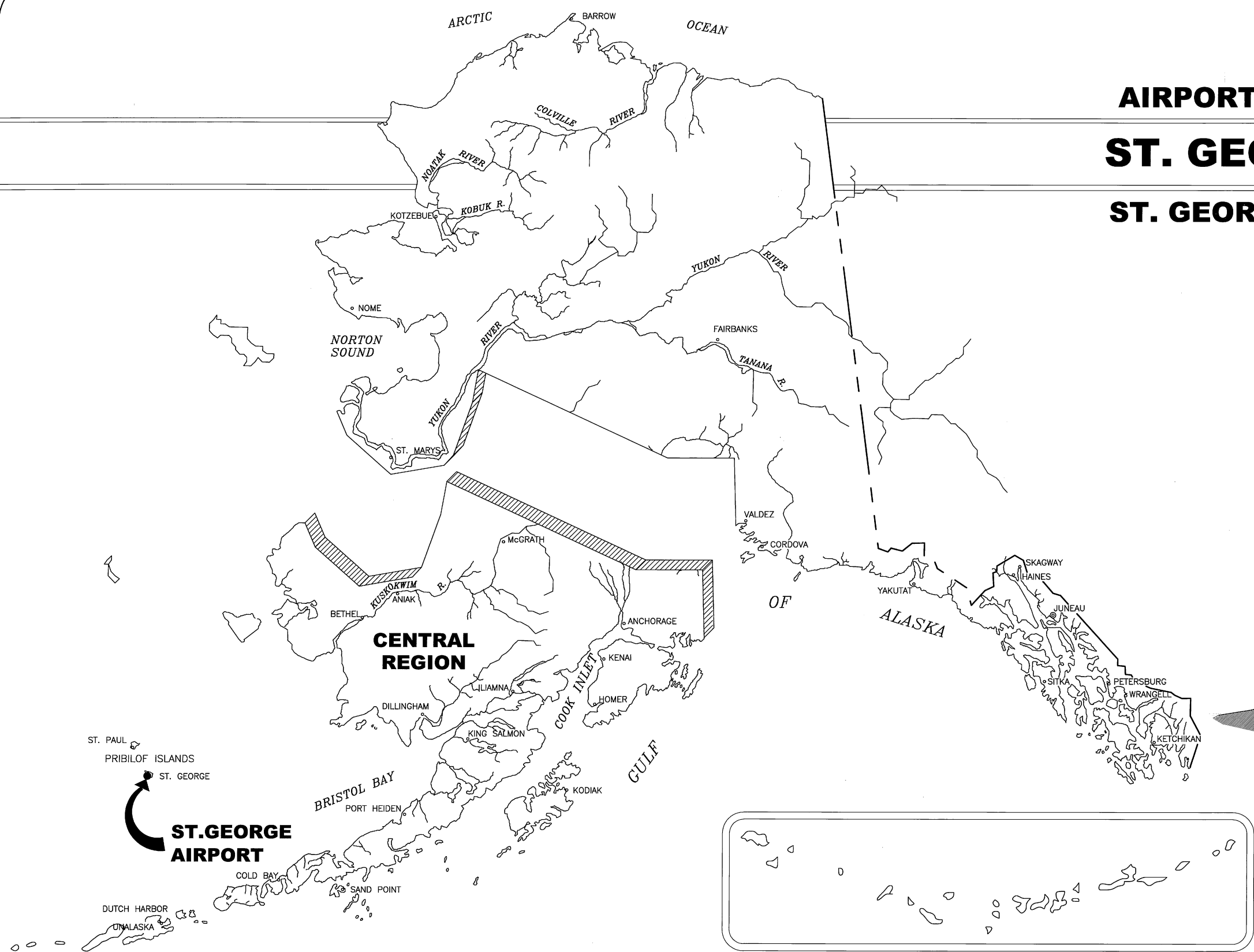


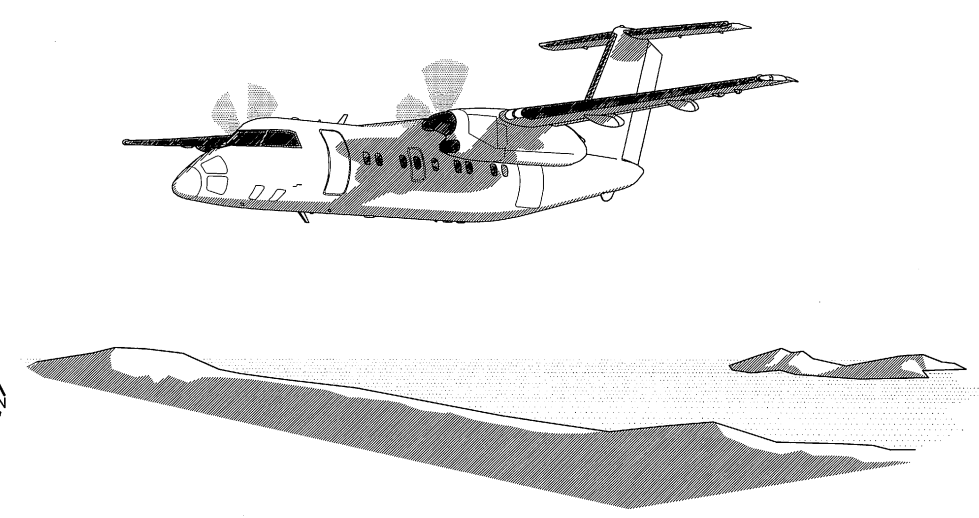
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Designed By: WPH  
Checked By: SGO  
Drawn By: GLB  
DWL File No 230-80A



# AIRPORT LAYOUT PLAN FOR ST. GEORGE AIRPORT ST. GEORGE ISLAND, ALASKA 2004

## DRAWING INDEX

- 1 - COVER SHEET AND INDEX
- 2 - VICINITY MAP AND DATA TABLES
- 3 - EXISTING PLAN AND PROFILE
- 4 - ULTIMATE PLAN AND PROFILE
- 5 - RUNWAY APPROACH SURFACES PLAN AND PROFILE
- 6 - F.A.R. PART 77 SURFACES
- 7 - PROPERTY PLAN
- 8 - NARRATIVE REPORT



**SPONSORED BY  
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION**

**CONCUR** *Steven R. Horn* **DATE** 8/9/04  
**STEVEN R. HORN, P.E.** **CONSTRUCTION & OPERATIONS DIRECTOR**

**APPROVED** *Robert A. Campbell* **DATE** 8-9-04  
**ROBERT A. CAMPBELL, P.E.** **REGIONAL PRECONSTRUCTION ENGINEER**

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL  
SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04  
By: *Robert A. Campbell* DATE: 9/27/04  
FAA AIRPORTS DIVISION  
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER:  
03-AAL-175-NRA

**ST GEORGE AIRPORT  
AIRPORT LAYOUT PLAN**

**SHEET 1 OF 8**

Date Plotted:	07/13/04
Plot Ratio and Layout:	1=1, layout



T 42 S, R 130 W, SEC 3 & 4  
T 41 S, R 130 W, SEC 32 & 33  
SEWARD MERIDIAN, ALASKA  
U.S.G.S. PRIBILOF ISLANDS, AK



WIND COVERAGE:	SPEED	R/W 11/29
	10.5 KNOTS	62.77%
	13 KNOTS	73.49%
	16 KNOTS	83.09%
	20 KNOTS	91.49%

SOURCE: U.S. DEPARTMENT OF COMMERCE, NATIONAL OCEANIC AND ATMOSPHERIC  
ADMINISTRATION, WESTERN REGIONAL CLIMATE CENTER  
FEBRUARY 13, 2003

PERIOD: JULY 1, 1996 - DECEMBER 31, 2002

## NON-STANDARD CONDITIONS

## BASIC DATA TABLE

	BLIN
--	------

		RUNWAY 11		RUNWAY 29	
ITEM		EXISTING	ULTIMATE	EXISTING	ULTIMATE
EFFECTIVE GRADE		-0.31%	-0.31%	+0.31%	+0.31%
% WIND COVERAGE (13 KNOTS)		73.49%	SAME	73.49%	SAME
INSTRUMENT RUNWAY		PRECISION	PRECISION	VISUAL	VISUAL
RUNWAY SURFACE		GRAVEL	ASPHALT PMVT	GRAVEL	ASPHALT PMVT
PAVEMENT STRENGTH (SINGLE WHEEL)	lbs.	N/A	80,000	N/A	80,000
PAVEMENT STRENGTH (DUAL WHEEL)	lbs.	N/A	104,000	N/A	104,000
PAVEMENT STRENGTH (DUAL TANDEM)	lbs.	N/A	175,000	N/A	175,000
APPROACH SURFACES		50:1	50:1	20:1	20:1
VISIBILITY MINIMUM		1-1/4 MILE	1-1/4 MILE	1 MILE	1 MILE
RUNWAY LIGHTING		MIRL	HIRL	MIRL	HIRL
RUNWAY MARKING		NONE	PRECISION	NONE	PRECISION
RUNWAY NAVIGATION AIDS		LOC/DME	LOC/DME	LOC/DME	LOC/DME
		NDB/DME	NDB/DME	NDB/DME	NDB/DME
		ILS	ILS	ILS	ILS
		GPS	GPS	GPS	GPS
VISUAL AIDS		PAPI	PAPI	REILS	REILS
		MALSF	MALSF		
AIRCRAFT APPROACH CATEGORY		B	B	B	B
AIRCRAFT DESIGN GROUP		III	III	III	III
RUNWAY SAFETY AREA DIMENSION		300'x6200'	300'x6180'	300'x6200'	300'x6180'
RUNWAY DIMENSION		150'x5000'	150'x4980'	150'x5000'	150'x4980'
RUNWAY OBJECT FREE AREA DIMENSION		800'x6200'	800'x6180'	800'x6200'	800'x6180'
RUNWAY OBSTACLE FREE ZONE DIMENSION		400'x5400'	400'x5380'	400'x5400'	400'x5380'
RUNWAY RPZ		1000'x1700'x1510'		500'x1000'x700'	
GEODETIC POSITIONS (N.A.D. 83)					
THRESHOLD		LAT.	56°34'50.09"N	56°34'26.84"N	
		LONG.	169°40'28.60"W	169°39'10.30"W	
TOUCHDOWN ELEVATION		127.25		122.90	

ITEM	EXISTING	ULTIMATE
LAT.	56°34'38.47"N	
LONG.	169°39'49.44"W	
MONTH (JULY)	NO	YES
	NO	NO
	52° F	NOT AVAIL.
	10°30'E, 2002	0°1' PER YE
	B-III	B-III
DS	ROT. BEACON	ROT. BEACO
	NDB	NDB
G	PAPB & PBV	

PIR SURVEY DATA FROM A GROUND-BASED TOPOGRAPHIC SURVEY BY DOWL ENGINEERS IN NOVEMBER, 2002 & JANUARY, 2003.

## LEGEND

ITEM	EXISTING	UTIMATE
PROPERTY LINE		
BUILDING RESTRICTION LINE (B.R.L.)		
INTERIOR TRACT LINE		
RUNWAY CENTERLINE		
EASEMENT LINE		
THRESHOLD LIGHTS		
AIRPORT REFERENCE POINT		
WIND CONE & SEGMENTED CIRCLE		
CONTOURS		
BUILDINGS		
ROTATING BEACON		
METAL ANTENNA MASTS		
WOOD ANTENNA MAST		
PAPI		
SERVICE ROADS		
FENCE		
SET ALUMINUM CAP SURVEY MONUMENT		
MONUMENT SEARCHED FOR BUT NOT FOUND		
FOUND OTHER SURVEY MONUMENT		
FOUND BLM MONUMENT		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
TAXIWAY OBJECT FREE AREA		
OBSTACLE FREE ZONE		
GLIDE SLOPE CRITICAL AREA		
LOCALIZER CRITICAL AREA		
PAVED SURFACE - NEAR TERM DEVELOPMENT		
PAVED SURFACE - LONG TERM DEVELOPMENT		
GRAVEL SURFACE		
MALSR/MALSF		

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL  
SUBJECT TO ALP APPROVAL LETTER DATED 1/27/04

By: J. P. Smith DATE: 9/27/04  
FAA, AIRPORTS DIVISION  
ALASKAN REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-175-NRA

BY	DATE	REVISIONS
----	------	-----------

APPROVED:   
STEPHEN M. RYAN, P.E. DESIGN SECTION CHIEF

APPROVED:   
HARVEY M. DOUTHIT, P.E. PROJECT MANAGER

DATE 7/13/04

DESIGN WPHDRAWN GLB

CHECKED \_\_\_\_\_

AIRPORT LAYOUT PLAN

VICINITY MAP AND DATA TABLES

HEET

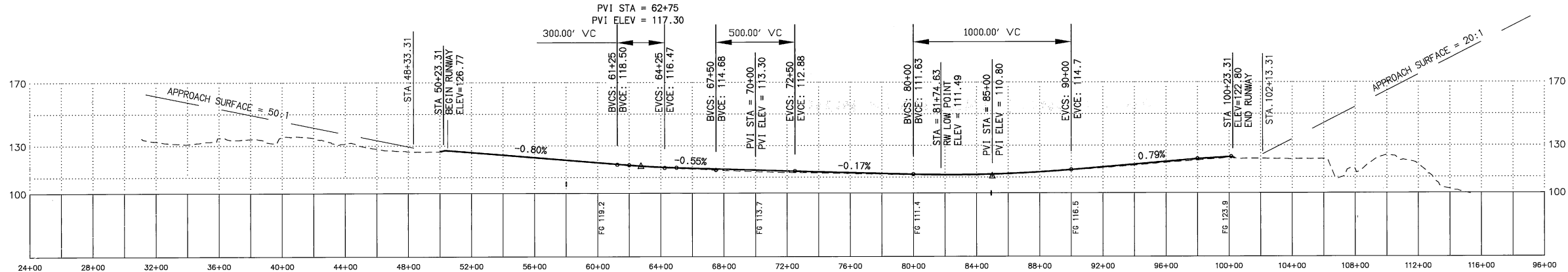
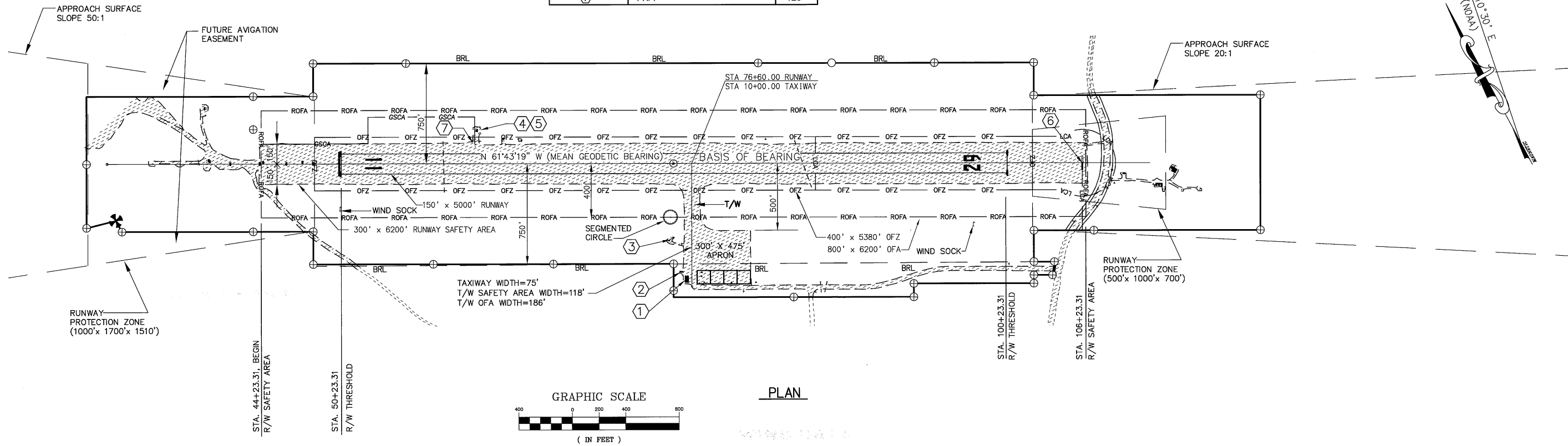
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07/13/04  
Date Plotted:  
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Designed By: WPH  
Checked By: SGO  
Drawn By: GLB  
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BUILDING DATA TABLE		
BUILDING No.	DISCRIPTION	ELEV.
①	OLD SRE BUILDING	132
②	CONEX	117
③	ASOS BUILDING	111
④	GLIDE SLOPE BUILDING	120
⑤	ANTENNA, GLIDE SLOPE	145
⑥	LOCALIZER ANTENNA	126
⑦	PAPI	120

- NOTES:
1. NO OFZ OBJECT PENETRATIONS.
  2. TERRAIN PENETRATES THE 20:1 THRESHOLD SITING SURFACE FOR RUNWAY 11. TERRAIN PENETRATION BEGINS APPROXIMATELY 250 FEET NORTH OF RUNWAY 11 THRESHOLD AND BECOMES 10 FEET HIGHER THAN THE RUNWAY CENTERLINE 400 FEET NORTH OF THE THRESHOLD.
  3. THERE ARE NO PENETRATIONS OF THE THRESHOLD SITING SURFACE FOR RUNWAY 29.



AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL  
SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04  
By: *[Signature]* DATE: 9/27/04  
FAA, AIRPORTS DIVISION  
ALASKA REGION, AAL-600  
F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-175-NRA

BY DATE REVISIONS

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION  
APPROVED: *[Signature]* DESIGN SECTION CHIEF  
STEPHEN M. RYAN, P.E.  
APPROVED: *[Signature]* PROJECT MANAGER  
HARVEY M. DOUTHIT, P.E.

DATE 7/13/04  
DESIGN WPH  
DRAWN GLB  
CHECKED

ST. GEORGE AIRPORT  
AIRPORT LAYOUT PLAN  
RUNWAY 11-29  
EXISTING PLAN AND PROFILE

SHEET  
3  
OF  
8

07/13/04  
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Designed By:  
Checked By:  
Drawn By:

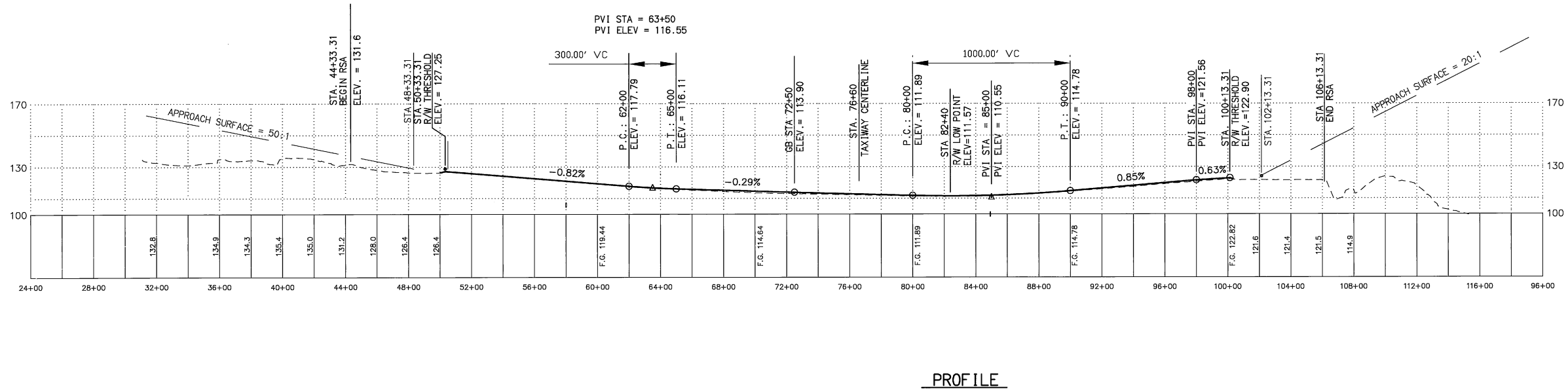
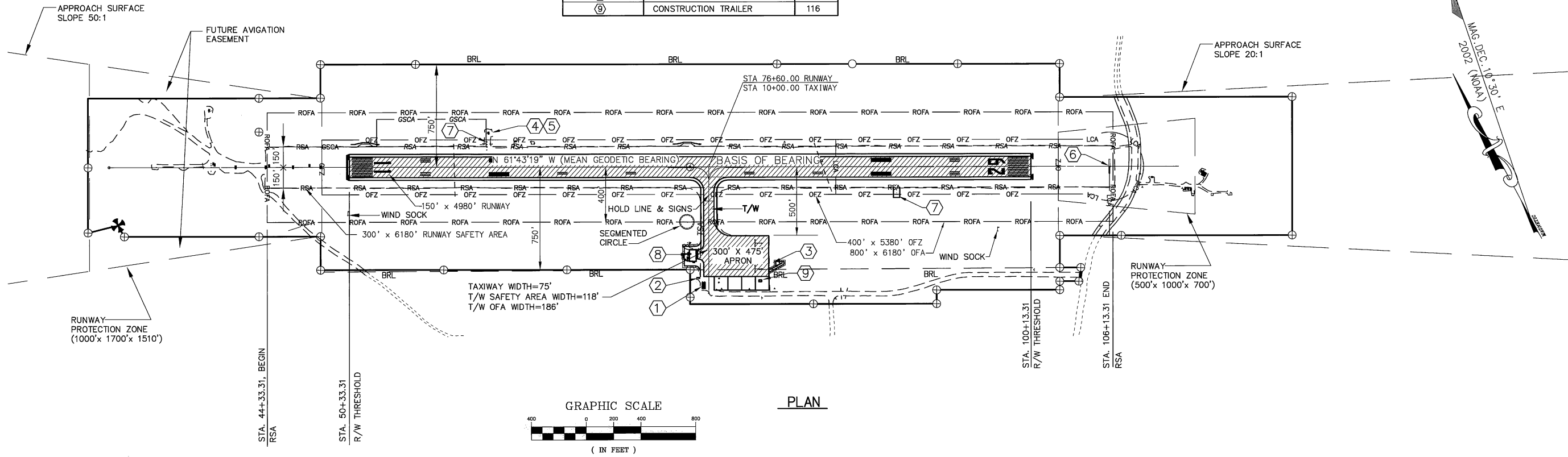
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File:

BUILDING DATA TABLE		
BUILDING No.	DISCRIPTION	ELEV.
①	OLD SRE BUILDING	132
②	CONEX	117
③	ASOS BUILDING	111
④	GLIDE SLOPE BUILDING	120
⑤	ANTENNA, GLIDE SLOPE	145
⑥	LOCALIZER ANTENNA	126
⑦	PAPI	120
⑧	NEW SRE BUILDING	135
⑨	CONSTRUCTION TRAILER	116

- NOTES:
1. NO OFZ OBJECT PENETRATIONS.
  2. TERRAIN PENETRATES THE 20:1 THRESHOLD SITING SURFACE FOR RUNWAY 11. TERRAIN PENETRATION BEGINS APPROXIMATELY 250 FEET NORTH OF RUNWAY 11 THRESHOLD AND BECOMES 10 FEET HIGHER THAN THE RUNWAY CENTERLINE 400 FEET NORTH OF THE THRESHOLD.
  3. THERE ARE NO PENETRATIONS OF THE THRESHOLD SITING SURFACE FOR RUNWAY 29.



AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL  
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By: *[Signature]* DATE: 9/27/04

FAA, AIRPORTS DIVISION  
ALASKA REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-175-NRA

BY DATE REVISIONS

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

APPROVED: *[Signature]* DESIGN SECTION CHIEF  
STEPHEN M. RYAN, P.E.

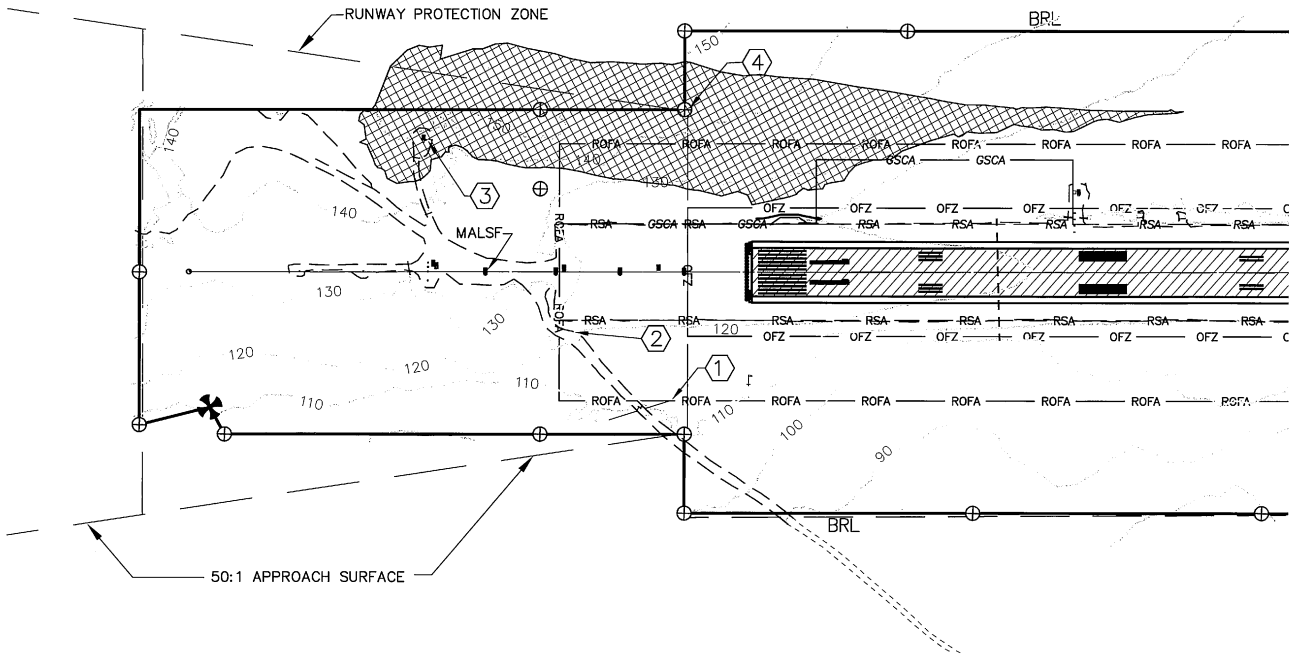
APPROVED: *[Signature]* PROJECT MANAGER  
HARVEY M. DOUTHIT, P.E.

DATE 7/13/04  
DESIGN WPH  
DRAWN GLB  
CHECKED

ST. GEORGE AIRPORT  
AIRPORT LAYOUT PLAN  
RUNWAY 11-29  
ULTIMATE PLAN AND PROFILE

SHEET  
4  
OF  
8

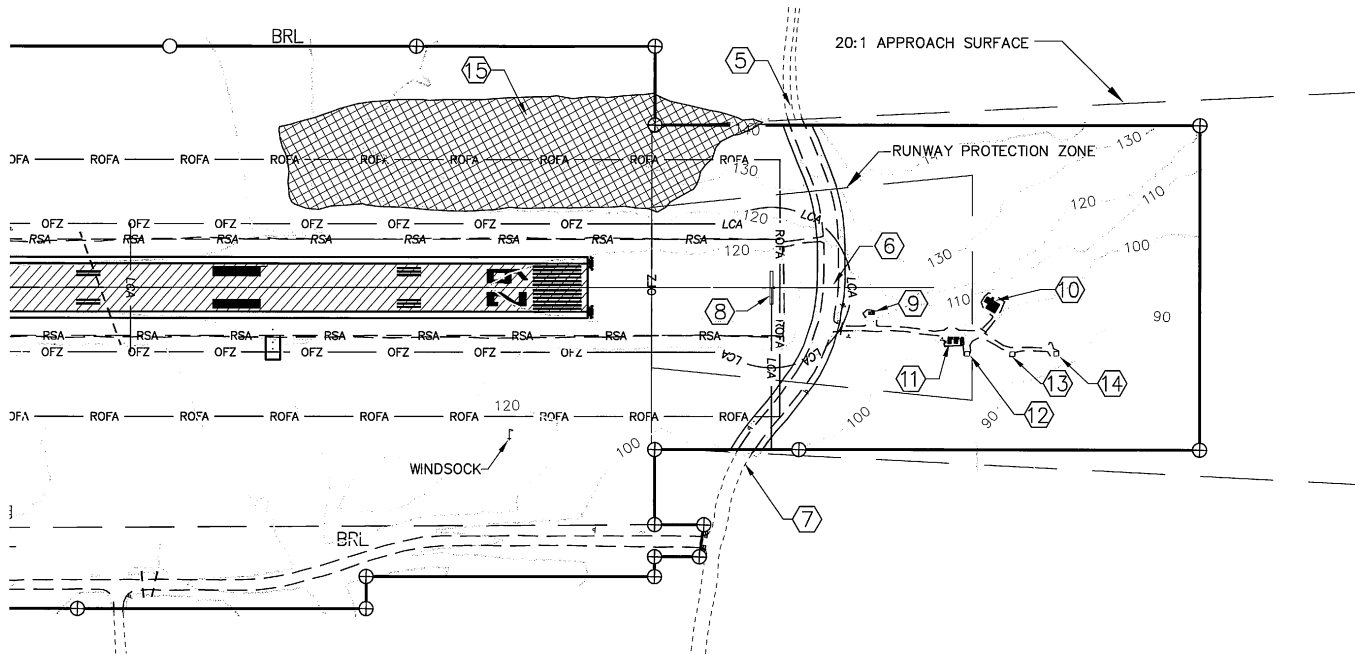
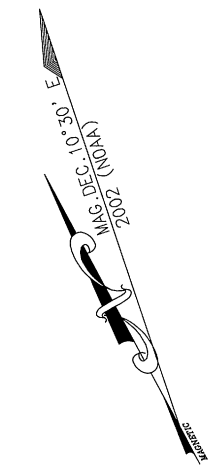
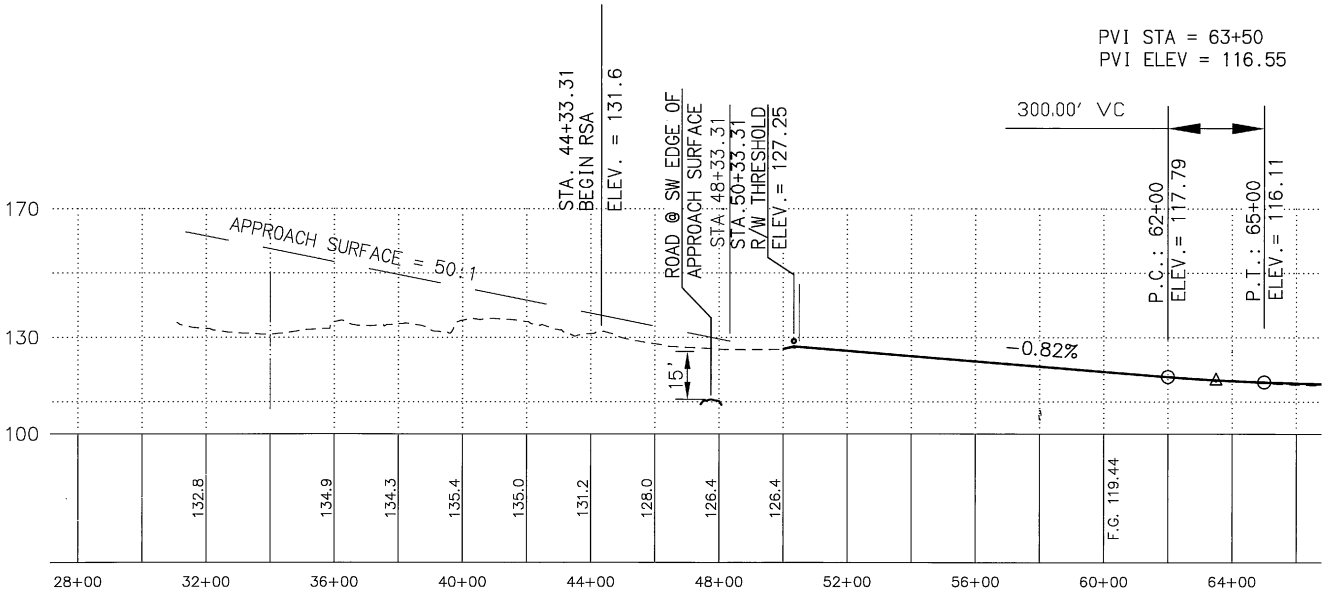
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Checked By: SGO  
Drawn By: GLB  
DOWL File No 230-80E



RUNWAY 11 INNER APPROACH SURFACE DATA

No.	STATION	OFFSET	OBJECT	OBJECT ELEVATION	PART 77 ELEVATION	VERTICAL CLEARANCE	AMOUNT OF PENETRATION	DISPOSITION
1	48+00	400' RT	FENCE TOP	120'	127.8'	7.8'	NONE	N/A
2	44+00	180' RT	ROAD	127'	135.9'	8.9'	6.1'	INSTALL GATE
3	40+10	410' LT	MALSF SHELTER	153'±	143.7'		10'±	INSTALL OBSTRUCTION LIGHT
4	38+00 to 63+50	200-700' LT	TERRAIN	143'	118'-155'		16'±	NONE

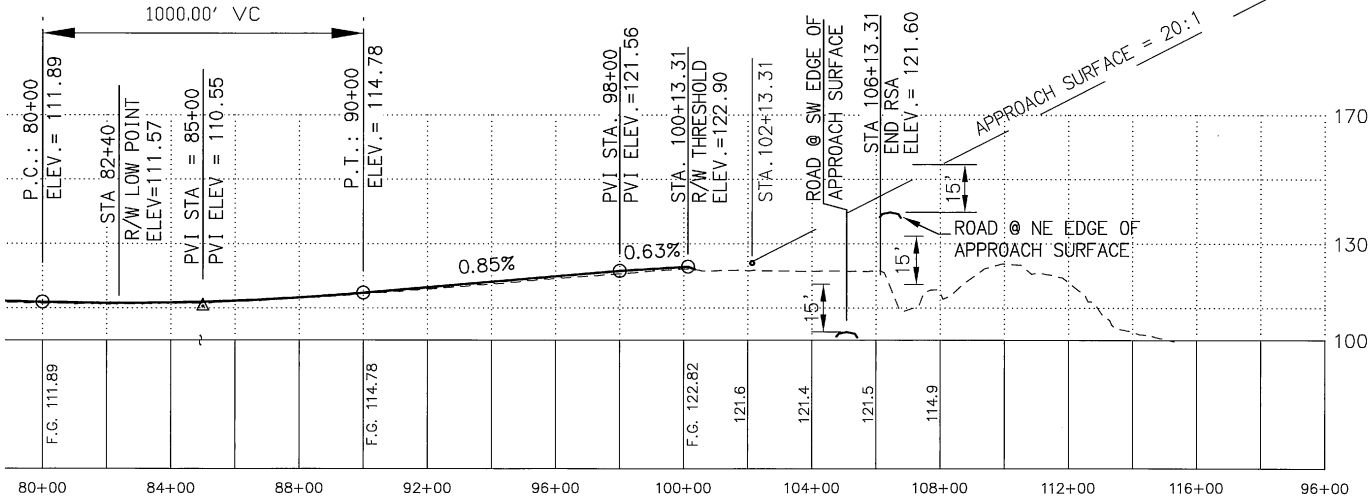
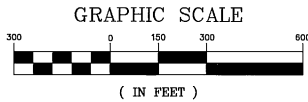
NOTE:  
OBSTRUCTION CLEARANCE SLOPE IS > 29:1 TO CLEAR HIGHEST TERRAIN  
APPROX 17,000 FT FROM THRESHOLD.



RUNWAY 29 INNER APPROACH SURFACE DATA

No.	STATION	OFFSET	OBJECT	OBJECT ELEVATION	PART 77 ELEVATION	VERTICAL CLEARANCE	AMOUNT OF PENETRATION	DISPOSITION
5	106+60	550' LT	ROAD	141'	145.6'	4.6'	10.7'	INSTALL WARNING SIGNS
6	107+70	0	ROAD	115'	150'	35'	NONE	N/A
7	104+70	550' RT	ROAD	98'	135'	37'	NONE	N/A
8	105+90	0	LOCALIZER ANTENNA	126'	141'		NONE	N/A
9	109+00	80' RT	LOCALIZER BLDG	127'	156'		NONE	N/A
10	112+75	60' RT	GENERATOR BLDG	131'	175'		NONE	N/A
11	111+60	165' RT	NDB BLDGS	115'	169'		NONE	N/A
12	112+00	200' RT	NDB ANTENNA	113'	172'		NONE	N/A
13	113+38.31	205' RT	NDB	108'	179'		NONE	N/A
14	114+75	200' RT	NDB ANTENNA	113'	186'		NONE	N/A
15	90+50 TO 104+50	230'-600' LT	TERRAIN	140'	115'-140'		17'±	NONE

NOTE:  
OBSTRUCTION CLEARANCE SLOPE IS > 13:1 TO CLEAR OBJECT NUMBER 5 BY 15 FT.



AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL  
SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04  
By: [Signature] DATE: 9/27/04  
FAA, AIRPORTS DIVISION  
ALASKA REGION, AAL-600  
F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-175-NRA

BY	DATE	REVISIONS

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION  
APPROVED: [Signature] DESIGN SECTION CHIEF  
STEPHEN M. RYAN, P.E.  
APPROVED: [Signature] PROJECT MANAGER  
HARVEY M. DOUTHIT, P.E.

DATE 7/13/04  
DESIGN WPH  
DRAWN GLB  
CHECKED

ST. GEORGE AIRPORT  
AIRPORT LAYOUT PLAN  
RUNWAY 18-36  
RUNWAY 11-29  
APPROACH SURFACES

SHEET  
5  
OF  
8

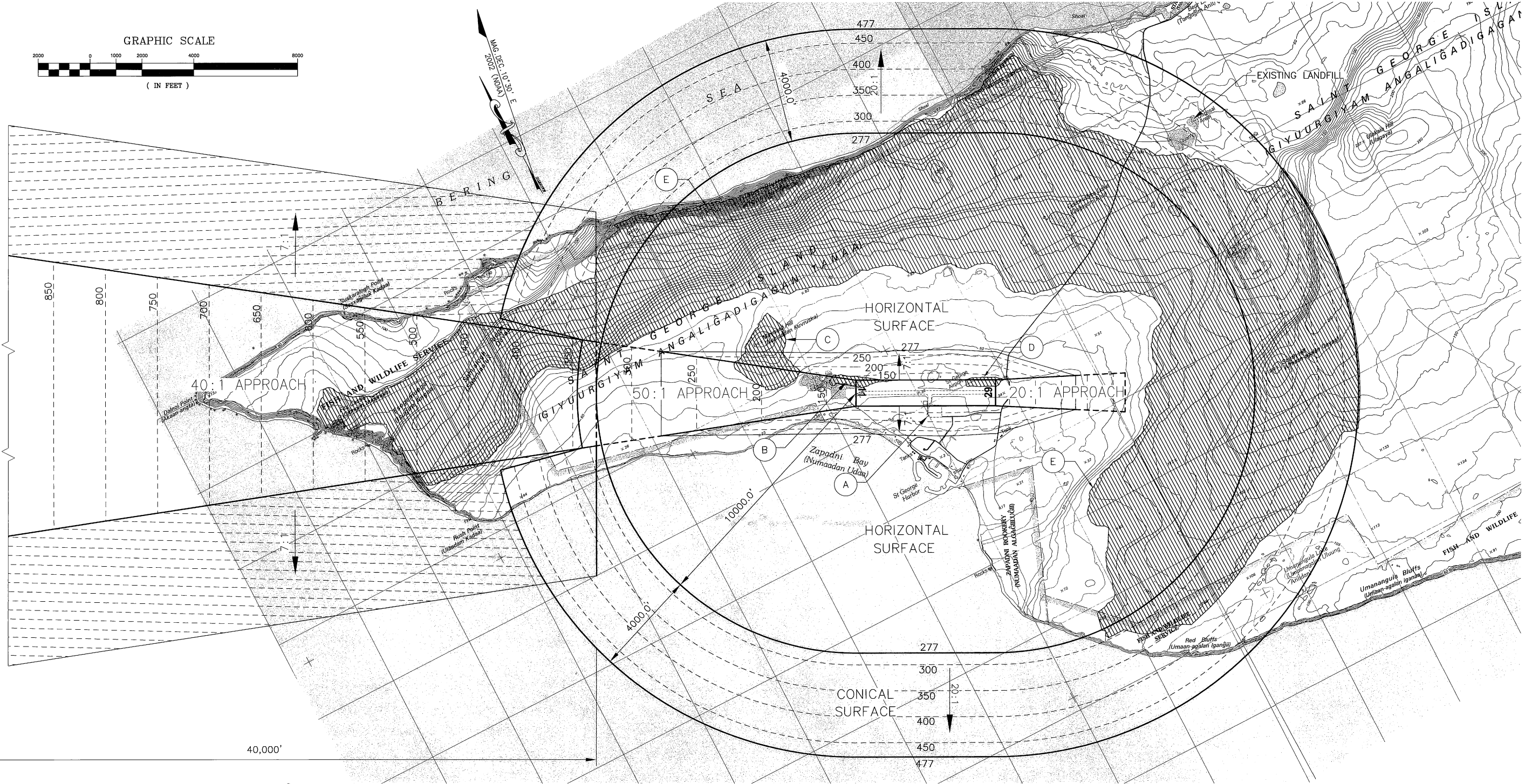
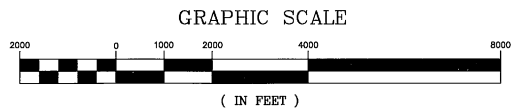
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Date Plotted:  
Plot Ratio and Layout:  
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Designed By: WPH  
Checked By: SCO  
Drawn By: GLB

16,000'

5000'

5000'



F.A.R. PART 77 IMAGINARY SURFACE OBSTRUCTION TABLE						
Obstruction ID	Description	Obstruction Elevation	Surface Penetrated	Part 77 Surface Elevation	Max. Amount of Penetration	Disposition
A	FUTURE SRE BUILDING	135'	TRANSITIONAL	126'	9'	LIGHTED
B	TERRAIN	143'	PRIMARY-APPROACH-TRANSITIONAL	118-155	16'	NONE
C	TERRAIN	379'	APPROACH-TRANSITIONAL-HORIZONTAL	170-277'	102'	NONE
D	TERRAIN	140	PRIMARY-APPROACH-TRANSITIONAL	115-140	17'	NONE
E	TERRAIN	982'	APPROACH-HORIZONTAL-CONICAL	277-594'	705'	NONE

PROFILE:

APPROACH SURFACE = 40:1

APPROACH SURFACE = 50:1

STA 60+33.31  
R/W THRESHOLD  
R/W HIGH POINT  
ELEV = 127.25

STA 62+40  
ELEV = 111.57  
R/W LOW POINT

STA 100+13.31  
R/W THRESHOLD  
ELEV = 122.90

APPROACH SURFACE = 20:1

HORIZONTAL SURFACE

CONICAL SURFACE = 20:1

NOTE: NOT TO SCALE

ROAD XING

10,000'

5,000'

NOTES:

- SEE SHEET 5 FOR CLOSE-IN OBSTRUCTIONS.
- OBSTRUCTION ELEVATIONS ARE ESTIMATED FROM MOST RECENT USGS MAPS, WHICH SHOW ELEVATIONS IN METERS.
- VERTICAL DATUM IS MEAN SEA LEVEL, MEASURED IN FEET.

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL  
SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04

By: *[Signature]* DATE: 9/27/04  
FAA, AIRPORTS DIVISION  
ALASKA REGION, AAL-600

F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-175-NRA

BY DATE REVISIONS

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

APPROVED: *[Signature]* DESIGN SECTION CHIEF  
STEPHEN M. RYAN, P.E.  
APPROVED: *[Signature]* PROJECT MANAGER  
HARVEY M. DOUTHIT, P.E.

DATE 7/13/04  
DESIGN WPH  
DRAWN GLB  
CHECKED

ST. GEORGE AIRPORT

AIRPORT LAYOUT PLAN

AIRPORT AIRSPACE

SHEET

6

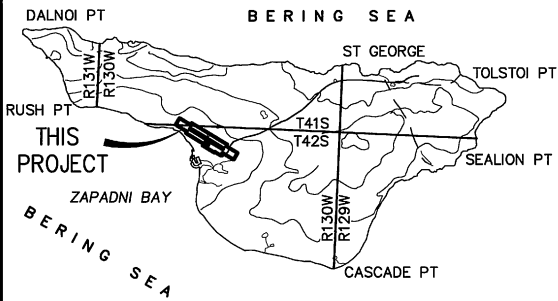
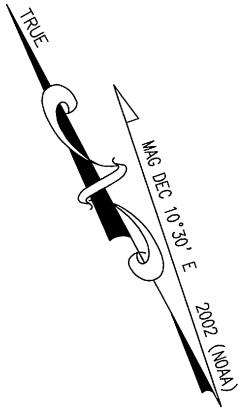
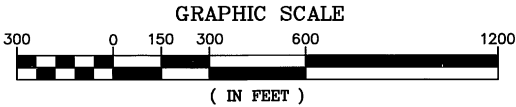
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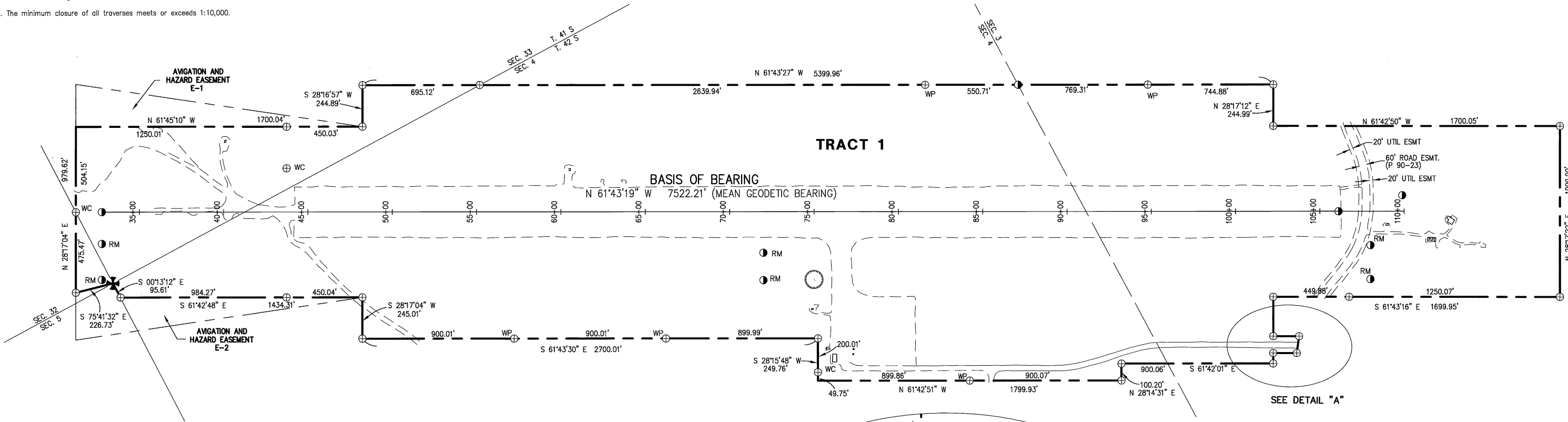
1. Amended final judgement for the fee simple estate from St. George Tanaq Corporation and Aleut Corporation to the State of Alaska, Department of Transportation and Public Facilities, dated January 11, 1991. Acquired under case number 3AN-90-7226.
2. The information shown hereon is based on field surveys performed by DOWL Engineers during November, 2002, and January, 2003.
2. A local surface plane coordinate system based on a series of least squares adjusted traverses and Global Positioning System (GPS) observations performed by DOWL Engineers. NGS Station "STGE", a brass cap set in concrete, has coordinates 60,000N and 30,000E (US Feet). Point 503, a 6" spike set this survey, has coordinates 61,854.7407N 33,398.5131E. Point #502, a 2" alcap on 3/8" rebar found this survey, bears N61°43'19"W 7522.21', and has coordinates 65,418.3931N 26,774.0111E. Said line is the basis of bearing, NAD83 (1992).
3. To convert the local coordinates to State Plane, Zone 9, NAD83(1992) US Feet, rotate coordinates clockwise 00°16'44" at "STGE", and translate the resulting coordinates using +878,140.3960 N and +1,677,894.1037 E. Scale the resulting coordinates using 0.99989659.
4. The vertical datum is a local orthometric datum based on Mean Tide Level. To get to Mean Tide Level from Mean Lower Low Water, subtract 1.70 feet from any Mean Lower Low Water elevation. The elevations on the control points were determined by differential level loops performed by DOWL Engineers using Reference Points 108+00, 400.22RT (Point #635), a 2" aluminum cap on 3/8" rebar, 108+00, 200RT (Point #634), a 2" aluminum cap on 3/8" rebar, and 72+00, 405RT (Point #637), a 2" aluminum cap on 3/8" rebar. The elevations of these points were taken from the AKDOT&PF New St. George Airport Survey Control Diagram, Project No. 50716, and are adjusted by 1.70 feet. See the Vertical Control Table.
5. All distances are ground distances reduced to horizontal in feet.
6. The minimum closure of all traverses meets or exceeds 1:10,000.

PROPERTY STATUS							
PARCEL No.	INTEREST TO BE ACQUIRED	GRANTOR	GRANTEE	LARGER PARCEL AREA	NET TAKE	REMAIN	RECORDED DOCUMENT NO.
1	FEE	ST. GEORGE TANAQ CORP	STATE OF ALASKA, DOT	LARGE	278.22 AC	LARGE	BK. 032 PG 117
E-1	AVIGATION & HAZARD EASEMENT	ST. GEORGE TANAQ CORP	STATE OF ALASKA, DOT	LARGE	4.912 AC	LARGE	TO BE ACQUIRED
E-2	AVIGATION & HAZARD EASEMENT	ST. GEORGE TANAQ CORP	STATE OF ALASKA, DOT	LARGE	5.235 AC	LARGE	TO BE ACQUIRED



VICINITY MAP

SOURCE: USGS QUAD PRIBILOF ISLANDS, ALASKA  
ALEUTIAN ISLANDS RECORDING DISTRICT



ST. GEORGE AIRPORT  
AIRPORT LAYOUT PLAN  
NARRATIVE

A. PURPOSE

The Saint George Airport Layout Plan narrative Report is provided with the Airport Layout Plan in accordance with Federal Aviation Administration (FAA) Airport Advisory Circular 150/5300-13, Change 7, Appendix 7. This Airport Layout Plan (ALP) supercedes the ALP approved by the FAA on 3/26/91.

The rational for development plans at the Saint George Airport is outlined in this report.

B. INTRODUCTION

The Saint George Airport is located on the Island of Saint George, 4 miles southwest of the town of Saint George, Alaska. Saint George is 47 Miles south of Saint Paul Island, and 750 miles west of Anchorage.

Saint George is a small Aleut island community with a population of 152 (2002 Census). Population in 1950 was 195, increasing to a high of 264 in 1960, declining to 138 in 1990 and increasing slightly over the last 10 years to 152. The community is accessible only by sea and air transportation. Year round barge and boat transportation delivering supplies and freight from Anchorage and Seattle is hindered by distance and seasonal sea ice. The Airport is an important transportation facility for this isolated community.

Scheduled flights are provided to Saint George from Anchorage, with some flights stopping for refueling in Dillingham or Bethel. Pennisula Airways (Pennair), Alaska Central Express, Hageland Aviation and Northern Air Cargo (NAC) provide scheduled air service. Many scheduled flights are cancelled or rescheduled due to frequent poor weather. Unscheduled flights are provided by FS Air, Security Aviation, the Coast Guard, and occasionally by others.

C. AIRPORT USAGE AND FORECASTS

The Alaska Aviation System Plan has designated the Saint George Airport a Community Class Airport, as it is the "primary land or water access point to a small rural community of at least 25 permanent year-round residents without other reliable year round access." The airport is unlike many other Community Class airports, with its longer runway, larger apron, nav aids, and lighting, partly because of its unique location far from the mainland, long aircraft stage lengths over water, and frequent poor weather conditions.

Since there is no tower at the Saint George Airport, estimates of aircraft operations are based on information from current users and the FAA Form 5010 Airport Master Record. The 5010 reports the following data for annual aircraft operations:

Air Carrier	0
Commuter	325
Air Taxi	0
GA Local	0
Military	0
Total	325

A recent survey of the airport users indicates the following scheduled operations. Operations are somewhat high for the community's low population because most of the aircraft flying to Saint Paul, the larger neighboring community, also stop in Saint George.

Aircraft	Aircraft Category	Scheduled Operations per year*
Metro/Beech 1900	B-I/B-II	736
DC-6	B-III	24
Total		760

\*Accounts for cancelled flights.

Peninsula Airways serves Saint George with a Metroliner 4 times per week. Once the runway is paved, Pennair plans to operate some flights with its Saab 340, a B - II aircraft. Alaska Central Express provides cargo service 5 days per week with the Beech 1900C. NAC flies to Saint George once per month with a DC 6, a B - III aircraft, and is considering purchasing an ATR 72, also a B - III aircraft. Hageland Aviation provides passenger and mail service with a Beech 1900 C, 3 times per week and a mail-only flight once per week. The Coast Guard occasionally (about 10 times per year) conducts search and rescue flights from Saint George with its Jayhawk helicopter. FS Air flies a variety of B-I sized aircraft about once per month for charter and medivacs.

There are no based aircraft in Saint George.

The 2000 Alaska Region Airport Plan reports 1,007 enplanements for Saint George Airport in 1999.

The design aircraft for Saint George is the DC 6, a B - III aircraft. This airplane has an approach speed of 108 knots, a wingspan of 118 feet, and a maximum gross takeoff weight of 104,000 pounds.

The projected future aircraft operations are based on current conditions for 5, 10, and 20 years into the future. These estimates are based on population forecasts, forecasts of current activity levels, and surveys of the air carriers. As noted above, Pen Air plans to start service with larger passenger aircraft than currently flown by Pen Air. This would tend to reduce future aircraft operations. Northern Air Cargo may shift to an ATR 72, a slightly smaller but more efficient aircraft. The forecast assumes an annual growth rate of 1 per cent, which assumes Saint George will continue to grow in population as they have in the last 10 years and assumes some growth in its fishery and tourism based economy. As noted above, operations at Saint George are also affected by the number of flights to Saint Paul, as most Saint Paul flights continue on to Saint George.

FORECASTS OF FUTURE OPERATIONS:

ITEM	2002	2007	2012	2022
Annual Air Carrier				
Scheduled Operations	760	838	941	1050
Non-Scheduled Operations	30	32	33	37
USCG/Military Operations				
Fixed Wing				
Rotary Wing	20	21	22	24
TOTAL	810	891	996	1111

D. STAGE DEVELOPMENT

Development of the Saint George airport will be accomplished in phases near-term (0-5) years, mid-term (6-10 years) and long term (11-20 years). The primary objective of future airport developments are to increase safety and reliability of air service through paving the runway, taxiway and apron, providing a Snow Removal Equipment (SRE) building for snow removal and maintenance of the paved surfaces, and upgraded lighting and nav aids. A parallel taxiway is not required at this airport because of the low operations and because approach minimums are greater than a mile.

Near-Term (0-5 years)

Pave the 5,000 x 150 foot runway and associated taxiway and parking apron, construct a new 3 bay SRE building, relocate the AWOS, upgrade to a High Intensity Runway Lighting System, construct PAPI pads, and provide vehicle pull-off areas along the runway at a cost of \$7.2 million.

Mid-Term (6-10 years)

The FAA will install PAPI's. No other improvements are recommended in the 6 to 10 year period.

Long-Term(11-20 years)

Resurface the runway, taxiway and apron.

E. PROPERTY STATUS

The existing Saint George airport is operated by DOT&PF and is located on approximately 278 acres of land.

F. COMMUNITY INVOLVEMENT

The residents of Saint George have been informed by the Alaska Department of Transportation and Public Facilities about the proposed project. DOT&PF held a public meeting on November, 2002 and advertised the Near Term project in the Anchorage Daily News and a local paper soliciting comments from the public. Letters from interested parties regarding the Near Term project will be on file at DOT&PF Central Region offices.

G. NOTES

Several locations were considered for the new SRE Building. The location shown on the ALP was selected because it orients the overhead doors to minimize conflicts with prevailing winds and associated snow drifting and it is close to the existing SRE Building. AC 150/5360-9, Paragraph 15d, addresses waivers for certain penetrations of Part 77 Surfaces. This site does result in a 7.54 foot penetration of the transitional surface, however the FAA has determined this does not jeopardize air safety and an obstruction light will be placed on the new SRE Building.

A borrow site access road is located within the approach surface of Runway 11. Use of this road will be controlled through fencing and gating the road. A portion of the airport access road is within the approach surface on Runway 29 and vehicle penetrations to the approach surface will be controlled through signage with flashing lights.

ST. GEORGE AIRPORT DESIGN STANDARDS

ITEM	Standard	Existing	Ultimate
Runway Category	B-III	B-III	B-III
Runway Length		5000	4980
Runway Width	100	150	150
Runway Shoulder Width	20		20
Runway Safety Area Width	300	300	300
Runway Safety Area Length Beyond End of Runway	600	600	600
Runway Object Free Area Width	800	800	800
Runway Object Free Area Length Beyond End of Runway	600	600	600
Taxiway Width	50	75	75
Taxiway Shoulder Width	20	20	21.5
Taxiway Safety Area Width	118	120	118
Taxiway Object Free Area	186	186	186
Aircraft Parking Area Setback	400	500	500
Runway Protection Zone Length (R/W 11)	1700	1700	1700
Runway Protection Zone Length (R/W 29)	1000	1000	1000
Runway Protection Zone Inner Width (R/W 11)	1000	1000	1000
Runway Protection Zone Inner Width (R/W 29)	500	500	500
Runway Protection Zone Outer Width (R/W 11)	1510	1510	1510
Runway Protection Zone Outer Width (R/W 29)	700	700	700
Building Restriction Line	750	750	750
Approach Surface (R/W 11)	50:1	50:1	50:1
Approach Surface (R/W 29)	20:1	20:1	20:1

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL  
SUBJECT TO ALP APPROVAL LETTER DATED 9/27/04  
By: J. M. Smith DATE: 9/27/04  
FAA, AIRPORTS DIVISION  
ALASKA REGION, AAL-  
F.A.A. AIRSPACE REVIEW NUMBER: 03-AAL-175-NRA

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

APPROVED: [Signature] DESIGN SECTION CHIEF  
STEPHEN M. RYAN, P.E.  
APPROVED: [Signature] PROJECT MANAGER  
HARVEY M. DOUTHIT, P.E.

DATE 7/13/04  
DESIGN WPH  
DRAWN GLB  
CHECKED

ST. GEORGE AIRPORT

AIRPORT LAYOUT PLAN  
NARRATIVE REPORT

SHEET  
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